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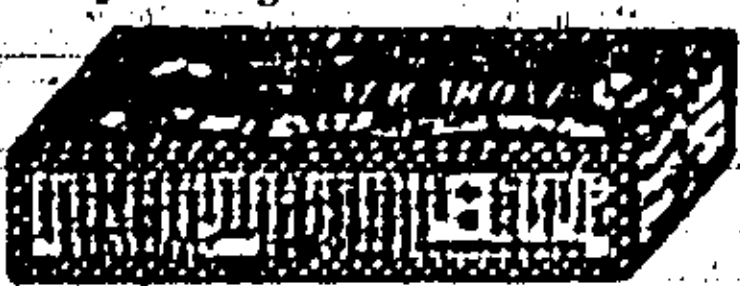
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"IN THE OLD DAYS," BEFORE HONGKONG BECAME A BRITISH COLONY.

Macao, August 21st, 1840.

In consequence of the affair of yesterday the Portuguese Governor and Senate have been in Session all to-day discussing the propriety of adopting friendly measures towards us. They have come to the resolution of maintaining a strict neutrality as long as it is practicable, but have resolved to call in the aid of gun sailors and soldiers should the Chinese threaten the town or demand the surrender of their Forts. They have further resolved that in the event of the Viceroy requiring our expulsion that a firm refusal will be given. This is the only course they could have taken—had they refused no protection Captain Smith would have marched his men into the town and moved his ships into the Inner Harbour, where we could protect ourselves.

All our servants and coolies deputed yesterday at 4 o'clock and the house is deserted. I had to feed the cows and assist in other household matters this morning. We must endeavour to get some Portuguese.

22nd.—My servant and two coolies came back this morning to my great relief, the others will probably return in the course of the day as there are no Chops (Proclamations) out against them yet. Indeed the Mandarin here got such a fright the day before yesterday that they have no leisure to think of anything except their own affairs at present. Report says that Liu is not far from this with about 4,000 fresh troops, so we may have another field day soon. No accounts from Canton with regard to Mr. Stanton.

It is most lamentable to see the degree of absolute fear with which some of our countrymen are now possessed; those who in quiet and peaceful times were the loudest for war and retaliation against the Chinese for their many wanton acts of insult and cruelty towards foreigners innocent of any offence, are now for downright submission and flight. Many have retired within their shells and can neither eat, speak nor sleep—they are afraid that the Chinese should attack and burn the town, or that the Portuguese should rise against us, the cause of their troubles. They blame Captain Smith for giving the Chinese additional cause of irritation by the route at the Barrier, and they deprecate all attempts at active measures for the recovery of Mr. Stanton who, some of them even venture to assert, in the extremity of their distress, deserves all he has got for his folly in exposing himself. Such contemptible conduct is very disgusting. No one wishes anybody to assume feelings and sentiments that he does not possess, but why are these very people the loudest talkers and such brave spirits when the danger is far off?

24th.—Accounts have been received from Chusan to the 6th. of the present month but they do not convey anything very important. Provisions were scarce and sickness beginning to show itself amongst the troops. The Admiral had sailed on the 20th of July for the Pê-ho, or entrance of the Pê-ho river—a fruitless errand I cannot help thinking. The Emperor will say "no can."

I rode to the field of Battle last evening in company with one or two others. Few people were to be seen and those were repairing the gun battery on the shore and endeavouring to recover their cannon which had been spiked and cast into the deep sand. The 32 pound shot had left evident traces of their flying visits, the walls were much injured and the ground ploughed up with the plunging shot; the Joss House or Temple was much damaged, the roof being partly knocked in. One junk has sunk and the others appear in a frail condition.

26th.—We have just heard that the Tantai or Macao Commissioner has sent in his report of the Battle to the Viceroy couched in the usual terms. The substance is this:—"On the 19th, he was apprised that the Barbarian ships were presuming to approach the Barrier and he accordingly got his forces in readiness to repel them forthwith. An engagement ensued in which the English fought well, but were unable to withstand the overwhelming power of the Imperial Forces. One of their ships was sunk and a hundred men killed, and the Barbarians lying in Macao having learnt the fate of their countrymen, embarked on board their ships with the utmost precipitation, and sailed away. There is consequently," adds the Tantai, "no necessity to move any additional force upon Macao or the neighbourhood." The conclusions which he arrives at are excellent—having got a good licking he does not wish to expose himself to a second, and accordingly reports us all gone. And although Liu well knows

that every word of this is false, he acts as if it were perfectly true, copies it into his own despatch to the Emperor, and so the affair rests, and His Imperial Majesty remains deceived, as he always has been, respecting the affairs connected with foreigners. It is surprising that a Government can hold together for a day under such a system of falsehood. I do not believe that the Emperor has ever heard ten words of truth in his life. When a particular party is in power at the Court, the opposition have no possible means of gaining the royal ear, which is too carefully guarded, and there is no free Press in China. Liu reported to the Court that the seizure of the opium was a voluntary surrender!

27th.—The *Ternate* sailed this morning for Chusan having Dr. Burn as passenger, and Messrs. Wallace, Gray, McDonald and Drysdale as his party.

The British Community have addressed a letter to the Governor of Macao sympathising with him in the present unsettled and difficult position of affairs, and offering to subscribe for the purpose of providing a supply of provisions for the poor people in the event of the Bazar being stopped by the Mandarins. To this a very gracious reply has been returned by His Excellency. He approves of the suggestion and will be most happy to give his assistance to promote the object when the time of pressure arrives. He says that under nearly similar circumstances the resident British at Canton during the war came forward in the same manner and that it is remembered with gratitude by the people there to this day. This is more than I expected from him and does him credit. The Portuguese have so much pride and poverty amongst them that I was afraid our offer would have given offence. The Governor is a better sort of man, however, than the generality here; he is a Lieut. Colonel and was with the Duke at the passage of the Douro, etc.

September 14th. For the last week Macao has been unusually quiet and the alarmists are beginning to get the better of their fears. Additional troops have been moved upon Casa Branca, however, and the hills in the neighbourhood are covered with the tents, and an Order has been issued by the Viceroy to the Commander of the Forces to occupy the Barrier again—which, of course, he will not obey. No word of Mr. Stanton; it is said that he is closely confined, but not otherwise ill-used. However, our sources of information on a matter of this kind are not to be relied upon, and the poor man might have been executed a fortnight ago without our knowing anything of it.

I have been reading with immense satisfaction the Duke's speech on the China question in reply to Lord Stanhope's wretched, causing motion. His remarks should be written in letters of gold; no party feeling here, but the honest sentiments of the greatest man now alive. He looks at the question in its true light. He regrets, as every man must do, the injurious effects of the abuse of opium, but he does not on this account attempt to justify the outrages of the Chinese Authorities towards Captain Elliot and all the Merchants resident at Canton. He confesses that he was one of a Committee of Noble Lords who some years ago heard evidence at the Bar of the House for the purpose of devising means of extending and improving the cultivation of opium with a view to its increased consumption by the Chinese, and adds that it is rather hard to turn round upon the Merchants, who were instrumental in carrying out these projects, and say that their punishment, by the loss of their property, is merited and that the Government cannot interfere to redress their supposed wrongs. This is what Lord Stanhope, Lord and Mr. Gladstone, and others would wish to be done, however, but it is a mercy that some wise and just men are still left to lift up their voices against such acts of gross injustice.

The Commentary in *Blackwood* of June is very powerful and very just. The Duke says "It is no opium war," though the seizure of this property would perhaps be sufficient grounds, but they have a better pretext—the unjust demand of the Commissioner for the surrender of an innocent man for execution, and his proceedings consequent upon the refusal of Captain Elliot, together with the wanton destruction of the two ships and their unfortunate crews (entirely disconnected with opium), and the long imprisonment of the Queen's representative, are grounds for war and there never were more just.

September 11th.—The last week has been altogether without occurrence of interest. The *Huynth* sailed this morning for Manila to procure bread for the fleet, and as she will only be away a month Leslie has accepted Captain Warren's invitation to accompany him, as it is an

excellent opportunity of seeing that Island, and a Queen's ship is not to be had every day as a conveyance. I am sorry they are gone, for Leslie is almost the only friend I have here, at least with whom I am on terms of intimacy, and Captain Warren is a great acquisition to our society.

September 7th.—I have been reading the Blue Book "as it is called" containing Captain Elliot's despatches to Lord Palmerston which has disappointed me a good deal and certainly not raised the Superintendent in my estimation. There are some clever despatches and some the reverse—some that exculpate Elliot from blame which he has ruined by throwing light on certain transactions previously involved in mystery, and others again that display the highly inconsistent character of his conduct, to a most serious extent. He has been much abused and I for one have always upheld him where I could do so, but some of his letters to the Home Government are very disgraceful. He informs Lord Palmerston in the coolest manner in the world that the merchants would have been in no better position, in a pecuniary point of view, had the Commissioner given over the confiscated opium next morning to the parties

who surrendered it! which means that they have lost nothing by the proceedings of the Commissioner and consequently the indemnity will be easily arranged. And yet in another despatch he talks of this "enormous amount of property." He tells Lord P. that the outside transshipping trade is gratifying, while to us he signified it as intensely humiliating and dangerous!

September 10th.—Everything quiet. No news from Chusan or anything known respecting the proceedings of the Admiral at Pê-ho.

October 8th. The *Ternate* arrived from Chusan this evening, having run down in four days before a strong easterly wind. The news brought are very important and of them I will in course of time say as much as I can.

The Admiral reached the mouth of the Pê-ho on the 15th. of August and anchored about 17 miles from the shore, having a line of communication by means of the smaller vessels which accompanied him. After some delay and negotiations the Mandarins at that place were induced to receive and forward the despatch from Lord Palmerston which had been treated with such disrespect at Amoy and Ningpo. This led to a meeting between Keshin, Viceroy of Pê-ho, and a third member of the Imperial Council, and Captain Elliot, which took place on shore—the former being attended by some of his body guard and the latter by some of the officers of the squadron, a few Engineers and Lord Jocelyn of the Hussars all in full uniform. Captain Elliot explained the object of the expedition and endeavoured to enlighten the Imperial Envoy with respect to Liu's proceedings at Canton. It was at once admitted that if our statements were true this worthy had exceeded his instructions and was amenable to punishment. Payment for the confiscated opium was demanded, but refused, and the vacation of Chusan required by Keshin. The Admiral is understood to have given the Chinese officers a limited time to make proposals which he can entertain, failing which he will resort to hostilities, but we learn at the same time that the Viceroy of Pê-ho has been appointed a special High Commissioner to proceed to Canton and enquire into this business and had obtained to days for his journey so that he can scarcely reach Canton before the middle of November, and we are at present quite in the dark whether the Chinese are prepared to negotiate on terms which the Admiral can listen to, or whether the object has been to gain time and induce the squadron to quit the Northern Provinces.

The Admiral and Captain Elliot with a portion of the Naval Force was reported to leave Chusan for this place about the end of this month, but it was uncertain whether any part of the land troops will accompany them. There is a very general impression here that hostilities must be eventually resorted to, but even if this new Commissioner is furnished with instructions to negotiate with good faith and sincere desire to adjust matters in a reasonable and peaceful manner, I think that many months must elapse before trade can be conducted satisfactorily. The *Kite* transport blockading the Yang Tze Kiang has fallen into the hands of the Chinese with her people with a Lieutenant and a midshipman of a man-of-war conveyed into the interior. Captain Anstruther of the *Engineers* has also been kidnapped while sketching outside the town of Fungling on Chusan. The release of these men was asked by Captain Elliot, but, of course, refused, nor have any steps been taken to enforce their surrender. The Chinese look upon these people as prisoners-of-war and claim a very right to detain them—treat them as they see fit and demand their surrender in my opinion. Or if he considers that Mr. Stanton is in a different situation. He was taken from the protection of a neutral power and if they cannot claim his surrender they should ask the assistance of those who can.

October 21st.—Arrived the *Calliope* from South America—Captain Herbert—23 guns.

October 23rd.—The *Samarang* 23 guns from Home Station. We have now 3 line of battle ships, 7 frigates, 8 or 7 sloops, 2 brigs and 4 armed steamers on the Coast of China and great things will naturally be expected.

October 26th.—These being idle times we have got up some pony races which come off to-morrow.

Sent this portion of my journal home per *Lanka Mail* and comments new.

(Signed) GILBERT SMITH.

October 1840. [Unfortunately this concludes the only portion of the journal in the possession of the gentleman to whom we are indebted for it.—Ed. H.D.P.]

ANGLO-JAPANESE ALLIANCE. CHINA'S OPPOSITION.

A MEMORANDUM TO SIR BEILBY ALSTON.

A memorandum designed to inform the British Government of the rapidly growing opposition to the Anglo-Japanese Alliance, was presented to Sir Beilby Alston by representatives of prominent Chinese organizations of Shanghai before his departure for England.

The memorandum calls attention to the fact that the two enemies of peace in the Far East, Germany and Russia, have ceased to be factors in the affairs of Asia. There can then be only one nation against which the Alliance could be renewed. That is the United States. But the traditional policy of the United States has been friendship for China, as indicated in the Hay "Open Door Policy." There is, therefore, no need for the Alliance.

The document further goes on to show how Japan has taken advantage of Great Britain's activities in the war to violate the objects of the Alliance. The Twenty-one Demands are cited and attention is called to the fact that Japan employed every means to secure secrecy for her plan. Secrecy against whom? Undoubtedly it was against the nation with which she was in alliance to ensure the integrity of China. But Japan took pains to force China to agree not to cede or lease to any third Power any harbour or bay or island along the coast of China. Was not Great Britain one of the third powers subject to this demand? Was not this a breach of the Anglo-Japanese Alliance?

China is diplomatically independent, according to this memorandum. No nation has the right or the power to determine China's course or fate without consulting China. The Chinese people will regard with resentment any effort of any nation, no matter how friendly, to treat China as semi-independent. Having signed the Austrian Treaty China is a member of the League of Nations and as such she will have a right to appeal the Shantung issue before that tribunal. The renewal of the Anglo-Japanese Alliance would only tend to indicate to the Chinese people that another attempt will be made to settle her case out of court, without her consent and without a fair trial. China, therefore, suggests that the Anglo-Japanese Alliance shall not be renewed.

The Memorandum has not yet been made public, it being understood that the delegation calling upon Sir Beilby Alston had promised not to do so. But copies exist outside of this delegation, from one of which this abstract has been made.

BANK OF CHINA SHAREHOLDERS' MEETING.

BAD DEBTS CONTRACTED BY HIGH OFFICIALS.

At a recent meeting of shareholders of the Bank of China, several shareholders made inquiry about the date of the resumption of the specie payment of the Bank of China notes; but only evasive replies were given.

Mr. Hsü Chien-shün said, "I was surprised to see in the list of the bad debts the name of Mr. Wang Ku-min, ex-Minister of Finance, who owes the Bank a sum of \$27,000. He is a shareholder of \$10,000 worth of shares, and if his shares should all be confiscated, he still owes a sum of \$17,000. Liang Chi-chiao has also owed a sum of \$10,000 for a number of years and the Society for the Promotion of the Constitution another sum of \$30,000. In addition to the above there may be other prominent men and associations, who should not refuse to pay their debts as in the list. Has the Bank made any effort to collect these debts?" In reply the Governor said, "Wang Ku-min has already redeemed his debt, but as the debt of Mr. Liang Chi-chiao was contracted during the time when the late Mr. Tang Hsue-lung was Governor of the Bank, it is impossible to make him pay the amount. Therefore, the matter has to be brought to the court for settlement." It was asked whether General Chen Er-nan has owed the Bank a sum of \$1,000,000, and in reply the Governor said that, of course, such debt had to be paid by the Government, as it was employed for military purposes. Some shareholders demanded that the Bank should furnish a list with fuller details about various bad debts which could not be collected in spite of the efforts of the bank etc. The statement on the expenses of the Head Office of the Bank, amounting to more than \$300,000, was not considered satisfactory for want of details. The revision of the Regulations of the Bank was also touched and a committee elected to consider the problem.

BRITISH CONSULAR CHANGES

The *N. O. Daily News* understands that Mr. H. Porter, who only recently joined the staff of the British Consulate as acting Consul, at Shanghai, in the place of Mr. H. Phillips, will shortly be leaving again for Harbin. The present Consul at Harbin, Mr. E. H. Sly, has been granted leave in consequence of illness, and Mr. Porter has been appointed to take his place. He has already filled the position of acting Consul at Harbin, and has also acted as Commercial Commissioner at Vladivostok under Sir Charles Elliot, and this experience should be of some value in the present circumstances. At the same time, Mr. Porter's early departure—he leaves about the 20th instant—will be regretted.

The consequent vacancy in the Consular staff at Shanghai will, it is understood, be filled by Mr. C. F. Curdson, who is due to return to take the place of Mr. P. Grant Jones, Senior Assessor at the Mixed Court, on his departure for Home on long leave. Mr. Blackburn will take his place as Senior Assessor, and Mr. J. C. Hutchinson will join him as Assessor.

CHRISTIAN VITALITY. SERMON AT ST. JOHN'S CATHEDRAL.

The Rev. H. Copley Myles preached the following sermon on Sunday morning at St. John's Cathedral taking for his text Rom. 8:3: "Know ye not that so many of us as were baptized into Jesus Christ were baptized into His death? Therefore we are buried with Him by baptism into death, that like as Christ was raised up from the dead by the glory of the Father, even so we also should walk in newness of life."

The part of the epistle of St. Paul to the Romans, which is appointed as the epistle for to-day is full of one of the most characteristic thoughts of St. Paul, one which we constantly find in his writings and speeches and one which exercised a tremendous practical influence on his life, viz. the thought of Christ living in the Christian. It is a thought, which is not sufficiently remembered or acted upon in most Christian lives to-day, and the neglect of it is largely responsible for the poor opinion in which Christians are often held by those who stand aside from the profession of the Christian life. The Christian life, as a recent writer has pointed out, is not often regarded as a life of Tabernacles. If we had a more vivid realization of what it means to have the life of Christ flowing into us, we should not need to worry ourselves about a long list of things which a Christian ought not to do. Life would be so full of things which we had to do because we are Christians, that we should never have time to worry ourselves wondering whether it were right for a Christian to do this, that or the other. Life, vitality, was the characteristic of our Blessed Lord. "I am come that they might have life," He said, "As the Father hath life in Himself, so hath He given to the Son to have life in Himself." To the Jews who disbelieved He said, "Ye will not come to me that ye might have life." The words which I speak to you they are life. I am the Resurrection and the life. These words to Martha just before He raised her brother Lazarus from the dead, and the abundant vitality of Jesus flowed into those about Him who had faith to receive it, banishing all sickness and disease. There went virtue out of Him and healed them all, we are told. It was clearly taught by our Lord that His life was to overflow into all those who believed on Him and be in them the source of all vital power. And so it was. He not only gave new life to the souls of those about Him, but He also gave them new vitality of body. He went about healing every manner of sickness. And still to-day Jesus Christ is the great physician. If we only had faith to believe in Him as the conqueror of sickness we should not so often hear Christians complaining of bad health. St. Paul had fully grasped the fact of Christ's life passing into the Christian. He had entered the immense vitality of Jesus and His power to communicate this vitality to men. So he wrote, "I live, yet not I but Christ liveth in me; and the life which I now live in the flesh, I live by the faith of the Son of God, who loved me, and gave himself for me."

And the startling thing about Christ is that He is as much the source of vitality to-day, as He was when St. Paul wrote, and more so. A few names are recorded to-day out of all the millions of men and women who have lived and died in the world, but even of those names which are preserved on the roll of fame their influence in most cases is small. But with Jesus Christ it is different; the extent of His influence is greater to-day than it has ever been. It has spread into every continent, it has reached all over the world, so that to-day in every race, men and women may be found, who are filled with the vital power that comes from Christ, and countless numbers there are, who, though far from being filled with that life, yet have some spark of it in them.

The Christian life is supernatural. It appeals to faith and not to sight; it flows into us through the Sacraments. They are as our Article says "Not only badges or tokens of Christian men's profession, but rather they be effectual signs of grace, and God's good will towards us, by which He doth work invisibly in us."

St. Paul saw the vital connection between Christ and us, having its origin in our Baptism. It was then that the life of Christ flowed into us. "Know ye not that so many of us as were baptized into Jesus Christ were baptized into His death, that like as Christ was raised up from the dead by the glory of the Father, even so we also should walk in newness of life."

If you take the trouble to look up in your Bibles the words which go before the epistle for this Sunday, you will be able to follow more clearly the argument of St. Paul. He had made it clear that belief in Jesus Christ introduces a man into a new sphere, a state of grace. Then a terrible suggestion makes itself heard. If the love of God is shown in His forgiveness, then surely the more He forgives the more will His goodness be shown. Let us continue in sin that grace may abound. It would seem that St. Paul's teaching was being misrepresented in this way by some people. St. Peter tells us that "unlearned and unstable men were wresting his words to their own destruction." St. Paul is careful in this place to avoid any possibility of such misunderstanding, therefore, he says, "that henceforth we should not serve sin," "a man who is a Christian," so St. Paul would say, "has become subject to a new master, and that was felt by the early Christians whether they were converts from Judaism or from heathenism. They felt that at Baptism they had taken service under Jesus Christ."

That is just what is felt among the Chinese to-day: when they are baptized they feel that they have passed into the Kingdom of God and that Christ is now in them. Amongst those nations that have long been nominally Christian like our own, it is usual to baptize children as infants, so they do not feel at any period that they are passing under a new rule, the rule of Christ, because they have always known themselves as members of Christ ever since they can understand.

In a Christian country, where for many hundred years there has not been any direct persecution of Christians for being Christians, there must inevitably arise a number of merely nominal Christians whose religion is of the vague and most shadowy kind. It has been so ever since Christianity ceased to be a persecuted society. As long as it was dangerous to profess the Christian faith, as long as it was likely to bring one into trouble with the authorities of the State, Christians were generally sincere in their belief. But when it became the fashion to be a Christian, when the Roman Empire became Christian at the bidding of the Emperor Constantine, immediately there sprang up a number of professing Christians whose lives show no devotion to Christ and such people have been in the Church ever since. They are a continual source of weakness to the Army of Christ, for they do not take their part in the warfare against evil and often let their influence be on the side of evil rather than of what is good.

They bring disgrace on the Christian name by their selfishness and worldly lives, and they are some of the worst obstacles to the spread of Christianity. Such people have not given themselves up to the vital power of Christ, who is ready to give them of His abundant vitality if only they will open their hearts to Him. My friends, are we to be found in this category of half-hearted Christians? Is our religion something which is always on the verge of expiring? Something which lies hidden away in some remote corner of our heart and may well be forgotten? Is it something so weak that it is a new form of thought, which is likely to be quenched entirely? Or is our religion the great and victorious power in our life, regulating all that we do and say and think, the great source of joy and praise in us, that makes us feel that in Christ we have found a friend and master who is dearer and nearer to us than all the world and that it is such a glorious thing to be His servant that we must do all we can to let others know of the glorious liberty of the children of God? That is what our religion ought to mean to each one of us. Let us not rest content till it has become so.

ATTEMPTING TO DEFAUD. SILVER RING PASSED OFF AS GOLD.

A Chinese was charged at the Magistrate's Court, yesterday, with attempting to defraud a pawn-broker. He visited the shop in Aberdeen and offered a ring to be pawned, saying it was gold. A bargain at \$4 was struck, and when asked his name and address he gave that of a man who was personally known to the broker. The police were informed and the man was arrested. It was then discovered that the ring was of silver and washed with gold. Defendant denied that he gave a false address. He was sentenced to three months' hard labour.

FIGHT OVER A BED. MAN WOUNDED WITH A CHOPPER.

There was only one bed in the room in which two Chinese had to sleep. A quarrel arose as to who should use it. One of the combatants dared the other to do his worst, and got into bed. The other armed himself with a chopper and attacked him. The neighbour heard the row and intervened, stopping what might have been a murder, according to the Police. The assailant was given three months' imprisonment at the Magistrate's Court, yesterday.

BRAVE CHINESE SAILORS REWARDED. PRESENTATION OF HUMANE SOCIETY MEDAL.

An incident of the typhoon which visited Hongkong in August last was recalled yesterday morning when three Chinese seamen, who had saved several lives at great risk to themselves were rewarded for their brave deed by the presentation of a Royal Humane Society medal and testimonials. The ceremony took place on board H.M.S. Tamar, among those present being the Hon. Mr. E. R. Hallifax (Secretary for Chinese Affairs), the Hon. Mr. Ho Fook, Mr. Ho Kom Tung, and the ship's company of the Tamar, on which visited the recipients' work.

Commodore Bowden Smith, in making the presentations, said:—It is my pleasant duty to present one medal and two testimonials on vellum to three of the Chinese crew for life-saving last year. I believe it is the first occasion on which Chinese bluejackets have won this distinction and I sincerely hope it will not be the last.

Although they remember the circumstances, I will repeat how they were won. On June 4th last year, in very squally weather, a sampan capsized about 100 yards from the wall of the Dockyard. Leading Seaman Tai Sing jumped from the sea wall, about 12 ft. high, and swam to the sampan. Tai Sing, holding on the gunwale with one hand, went underneath and rescued one old woman aged 80 years and two Chinese children. Again, on the same day, when another sampan capsized, Leading Seaman Tai Sing went out in the steamboat and rescued another child.

A third time when another sampan capsized, he again went out in the steamboat, jumped into the water and rescued three children. Able Seaman Kam Sui, on the same day, went out in the Dockyard steamboat, jumped overboard and rescued a child from one of the sampans.

Able Seaman Kun Chun, also on the same day, went out in the Dockyard steamboat, jumped overboard and rescued a child by holding on to the gunwale and pulling the child out with his legs. On all these occasions the men ran a great risk of being jammed between the steamboat and the sampans. (Applause.) The medal and testimonials were then presented amidst loud applause.

MISTAKEN IDENTIFICATION. INTERESTING MARINE COURT CASE.

At the Marine Court, yesterday, before Commander C. W. Beckwith, R.N., at the Marine Court, Mr. Leo Longinotto appeared for an Indian fireman of the P. & O. Karmala, who was charged with having deserted his ship in Hongkong Harbour on July 3rd.

Mr. D. J. Lewis appeared for the P. & O. Company and Mr. Leo Longinotto defended.

Mr. Longinotto claimed that it was a case of wrong identification and that the man in the dock was not Abdul Ishak but Adullah Rah.

Mr. A. H. Martin, of the P. & O. Company went into the box and stated that when on the Karmala on June 4th, the Chief Engineer reported the absence of two men, giving their names and rough descriptions. Information was given to the Police.

Mr. Longinotto objected to this evidence on the ground that it was all hearsay and not permissible. His Worship: Have you any questions?—No, he has not given any evidence. His Worship: I am satisfied that he has given evidence.

Sergeant Shannon stated how he received information of the descriptions from the ship and how he later went to Macao and arrested the defendant. He had first seen the man on board the ship and he later saw him in Macao. Moody's Godown. In the godown he gave an entirely fresh name and said he had been in Hongkong four months and had been registered, adding that he was working for a tobacco firm at Wan-chai. Witnesses went with the man to a boarding house to see the registration certificate but defendant gave the excuse that the certificate was locked up in another man's box. He told the defendant to go to the Police Station the following morning with the certificate, but although another man brought a certificate the defendant himself went to Macao. When arrested at Macao he stated that he was Abdul Ashgar and admitted that he had deserted from the Karmala. He repeated that statement when charged at Hongkong.

SERIOUS MOTOR-CAR ACCIDENT. CAR TURNS TURTLE. CHINESE LADIES' NASTY EXPERIENCE.

As a result of a motor-car, No. 101, running into a wall at Aberdeen it turned turtle. Five Chinese lady passengers were in the car. One broke her hand, the chauffeur sustained several abrasions and the rest received minor bruises.

The accident was the result of the foolishness of a Chinese coolie-woman, who was walking along Elliott Battery at the time. She was on the wrong side of the road, and, instead of remaining where she was when the chauffeur sounded his horn she attempted to run across the road. The chauffeur fearing that, if he continued on his course, he would run over the woman, swerved his car, which ran into a wall and damaged it. The car then turned completely over, but fortunately the passengers, five Chinese ladies and the chauffeur, were thrown right out. Had they been pinned underneath the car, the consequences might have been fatal. The passengers were brought to town in another car and the injured lady was removed to hospital. The Police state that no blame attaches to the chauffeur.

Another accident. At 12.30 p.m. on Saturday, while private car No. 323 was turning round near the Naval Yard Hospital the back wheels ran over a man who was sleeping on the roadside, and had covered himself up with sacks. He received injuries to his legs and was removed to the hospital.

SPORTS. ROYAL HONGKONG GOLF CLUB.

The new course at Pünling will be reopened for play on Wednesday, July 14th. The old course will be closed from above date.

BASEBALL. HONGKONG ACCEPTS CANTON'S CHALLENGE.

It is understood that Hongkong has accepted the challenge of the Canton Americans for a baseball match. The contest will come off at the end of this month. "Hongkong will be represented, says the Canton Times, by Tien Chueh, Ting White, Pa Williams, Griffin Lasher, Scott Conant, Sam Bidding, Flower Mill, Pip Samson, Rolly Gibson, Wright Hainster, Livingston-Dougherty, and others. The names are unrecognisable.

Others intending to be in attendance, says the Canton paper, are W. D. Kraft, trainer; Dr. McKean, umpire; Sam Ray, bat attaché; D. M. Biggar, finance; and Leighton Hope, manager.

FISHING-JUNK FIRED AT. MISTAKEN FOR PIRATE CRAFT. ONE MAN INJURED.

Mistaken for a pirate junk, a fishing-boat was fired at by a cargo boat in Chinese waters on Saturday, resulting in a member of the crew receiving a bullet in his shoulder.

It appears that the fishing-boat was sailing from Wang Kwong, in Chinese waters, to Cheung Chan when it was passed by a cargo-boat of 700 piculs capacity. Without any warning whatever a fusillade of shots was fired at it, injuring one of the crew who was on deck at the time. The firing then ceased, and the cargo-boat proceeded on its voyage. The injured man was brought to Hongkong and removed to the hospital.

SCANDAL IN JAPAN. A SERIOUS CHARGE.

The Lower House of the Diet, during its special session on the 6th inst., was thrown into confusion and went into recess owing to an accusation, made by Mr. Shimada, the Opposition leader, that the Minister of Education, Baron Kuroki, Takahashi, and the Minister of Agriculture, Mr. Tani, had been speculating in stocks prior to the recent depression. Baron Takahashi and Mr. Yamamoto vigorously denied the charge and declared that the report, to which Mr. Shimada referred, was published in a small and unreliable newspaper. The Premier, Mr. Hara, defended his colleagues, declaring that the charge was entirely without foundation. The session was suspended for four hours.

CZAR'S SECRET POLICE.

The Vladivostok Provisional Government has decided to reestablish the "Okhrana," the secret police of the Imperial régime, which was disbanded at the time of the revolution. The organization is divided into three sections: Counter espionage, military control, and extraordinary commissions. The Vladivostok vernacular press strongly criticizes this move, saying that the organization is not suitable for a free country.

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CABLES

LATENT CABLES.

(THROUGH REUTER'S AGENCY.)

THE SPA CONFERENCE.

On signing the protocol, the Germans declared that no clause in the Treaty of Versailles obliged them to acquiesce in fresh territorial occupations, except in the event of failure to carry out the reparations clauses.

M. MILLERAND'S REBUKE.

A communiqué issued states that M. Millerand referred to the inaccuracy and unreasonableness of Herr Stinnes' observations and afterwards exclusively addressed the German delegation pointing out Germany's failure to carry out the obligations and the reasonable Allied demands, remarking that Herr Stinnes himself recognised the mistakes committed by the approval of contracts of supply of coal to neutrals by a spontaneous reduction of deliveries without the consent of the Reparations Commission. He invited the German delegation to confer with the Allies on the subject.

TRIAL OF WAR CRIMINALS.

The Protocol was signed laying down, with a view to hastening investigation in connection with war criminals, that the Public Prosecutor of the Leipzig Court should send direct to the British Attorney-General and Allied Ministers of Justice any demand for information or judicial enquiries, the latter carrying out the instructions without any delay.

RAILWAY CABLES.

NON-DELIVERY OF GERMAN COAL.

A Spa communiqué says that Herr von Simons communicated to the Conference Germany's reply to the Allied notification regarding coal. He disputed the legal right of the Allies to impose the decision. He admitted that the coal deliveries should not have been diminished nor contracts with other States concluded in the absence of agreement by the Reparations Commission, but the failure of Germany to carry out the engagements was solely due to reasons of force majeure. He said the question of the production and distribution of coal could only be settled by the Reparations Commission. He said Herr Hugo Stinnes and his associates should be examined, because they could prove the impossibility of granting absolute priority in deliveries of coal to the Allies.

MORE ABOUT COAL.

A Spa communiqué says the afternoon meeting of the Conference was almost entirely devoted to the coal question. Herr Bergmann explained that the shortage in deliveries was due to the Rhine floods and Germany's internal troubles and strikes.

GERMAN CABINET'S VIEWS.

The German Cabinet has accepted the disarmament terms of the Allies, but the Berlin Cabinet has decided to inform the Allies that it has no authority under the German Constitution, without the approval of the Reichstag, to accept the evacuation of the proposed Allied measures and the Germans were given till this morning to reply.

GERMANS SIGN DISARMAMENT PROTOCOL.

The Germans have signed the Disarmament Protocol.

LATEST CABLES.

AMERICAN COMPANY'S TROUBLES.

DUE TO FALL OF SILK PRICES.

New York, July 9th. The Klotz Throwing Company has been placed in the hands of Trustees, owing to insufficient liquid assets to meet immediate demands. The liabilities are \$8,000,000 and the assets, exclusive of plants, \$11,000,000.

GREAT TURKISH REVERSE.

GREEKS CLAIM CAPTURE OF GUNS AND PRISONERS.

LONDON, July 9th.

A Greek communiqué regarding the operations in Asia Minor states that the enemy's forces, opposed to the Northern Army numbered 20,000, of whom 1,500 were killed or wounded and many captured or surrendered. It is estimated that only 4,000 escaped to Brusa. The whole material of the Turkish Northern Army was captured, including thousands of rifles and two big German guns.

THE PRINCE OF WALES.

FAREWELL BANQUET AT PERTH.

PERTH, July 9th.

The Prince of Wales attended a farewell banquet prior to leaving for Coolgardie. His Royal Highness, referring to the train wreck, said he did not regret that he had come out unscathed; the railway accident was one of his experiences.

TRADE WITH RUSSIA.

EFFECT OF UNITED STATES' ACTION.

WASHINGTON, July 9th.

The State Department has removed the restrictions on trade with Soviet Russia, except in material usable for war purposes. Individual licenses are required to export locomotives and railroad material. The decision was reached after communications from Britain and France. The State Department emphasises that the concession does not entail political recognition of any particular Russian authorities.

SOVIET GOVERNMENT AGREES TO RESUMPTION.

LONDON, July 9th.

Reuter's Agency is authoritatively informed that the Soviet Government has now signified its willingness to enter into negotiations for the resumption of trade relations on the basis of the points laid down by the British Government in the recent proposals with M. Krassin.

UNREST IN IRELAND.

DUBLIN COUNCIL FLOUTS GOVERNMENT.

LONDON, July 9th.

The Dublin County Council has resolved, with one dissentient, not to permit examination of the Council's books by Government agents or to furnish information for taxation purposes. Such information will henceforth only be supplied to the Irish Republic.

BRITISH COTTON INDUSTRY.

THE GOVERNMENT AND A LEVY.

LONDON, July 9th.

At a meeting of the Empire Cotton Growing Committee at Manchester, a letter was read from the President of the Board of Trade acknowledging the Committee's labours and expressing the Government's satisfaction at the willingness of the British cotton industry to agree to an annual levy by the trade itself of sixpence per bale on all cotton used in the United Kingdom and which is estimated to produce £100,000 annually.

MEAT PRICES AT HOME.

TOWNS ADOPT RATIONING.

LONDON, July 9th.

A number of towns are precautionarily adopting rationing in consequence of the retailers refusing to purchase home-killed meat at enhanced rates. The prices of beef at the Birmingham wholesale markets are tumbling. Cattle and sheep yesterday were threepence a pound cheaper. The butcher have unanimously decided to push the sale of chilled meat. Dealers are already complaining of the undisposable number of cattle and sheep.

FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

MARTIAL LAW IN PEKING.

PEKING, July 11th.

Marshal Tuan Chi-jui (leader of the Military Party) proclaimed martial law in Peking yesterday. All Peking cars and automobiles have been commandeered other than cars flying foreign flags.

(BY COURTESY OF THE "CHINA MAIL.")

SHANGHAI LIBEL ACTION.

SHANGHAI, July 10th.

Max Engel, former Czech-Slovak delegate at Shanghai, has been awarded one-tenth damages in the French Mixed Court in libel actions against the two defendants, Hegerbarth and Soyka, arising out of imputations against the plaintiff regarding purchases for re-educating troops in Siberia.

The actions arose in connection with the Czech-Slovak Central Economic Commission, which has a branch at Shanghai (of which Mr. Hegerbarth is President) and headquarters at Vladivostok, which amongst other duties, undertook re-educating of troops in Siberia. The libel alleged against Mr. Hegerbarth was said to have been contained in a telegram sent to headquarters making the sale of goods on account of the commission, and was obtained from the commission. Mr. Soyka was alleged to have supplied the information (or some of it) on which the alleged libellous telegram was based. Heavy damages were claimed by the plaintiff.

NORTHERN CRISIS.

SHANGHAI, July 10th.

The northern crisis is reacting in Shanghai. Rumour during the week-end credited Li Shun, Tsuchun of Kiangsu, with the intention of advancing on Shanghai and the Chekiang frontier, to which the Shanghai defence commissionship was transferred from Nanking and subsequently restored by mandate.

Chinese apprehensions caused the dollar to rise in value in comparison with the local, touching 74.74.

Prominent bodies have addressed an appeal to the Tsuchun of Kiangsu and Chekiang praying for peace.

(THROUGH REUTER'S AGENCY.)

JAPANESE IMITATION OF BRITISH TRADE MARKS.

LONDON, July 9th.

The Commercial Committee of the House of Commons entertained to luncheon Sir John Randles and presented him with an illuminated address.

POLAND'S STRUGGLE AGAINST BOLSHEVISM.

RETREAT CONTINUING ALONG WHOLE FRONT.

LONDON, July 9th.

Telegrams show that the Poles continue retreating along the whole front. The depth of the retreat in the centre is sixty miles and will probably involve the abandonment of Minsk.

APPEAL TO THE LETTS.

COPENHAGEN, July 9th.

A message from Kovno says Poland has requested Latvia to occupy the positions which the Poles have been obliged to evacuate in the region of Dyvinsk, and also to take possession of the war material abandoned by the Poles. It is reported that the Letts have already responded by crossing the Dyvina and that they are operating in the direction of Skudzelyns.

THE DAVIS CUP.

AMERICA DEFEATING FRANCE.

EASTON, July 10th.

Playing in the Davis Cup lawn tennis singles competition, the American Johnston beat the Frenchman Gobert by 6/3, 8/6, 6/3; the American Tilden beat the Frenchman Laurentz by 4/6, 6/2, 8/1, 6/2.

COUNTY CRICKET.

LONDON, July 9th.

Rain has interfered with cricket. The match between Gloucestershire and Essex was drawn.

Worcestershire's match was abandoned. Leicester beat Derby by six wickets. The Surrey and Hants game was drawn.

JAPAN AND POSSIET BAY.

HARBIN PAPER CLAIMS THEY WANT RICH DISTRICT WITH PORT OF GREAT VALUE.

A Harbin paper, the *Norvosti Jishi* recently asserted that one of the reasons for the Vladivostok coup d'état was furnished by Japan's ambition to possess the rich Possiet district, with its splendid harbour site, between Vladivostok and Korea.

Now that it is officially reported that Japan has occupied Possiet Bay, the following translation of the article in the Harbin paper to which we have referred is of topical interest:—

"Judging from the latest telegrams and advices from the Maritime Provinces, it is plain that the Japanese coup d'état was prearranged, and that they plan to occupy not only all the most important strategic positions, but also those having considerable political and economic value. The Japanese have captured, not only Vladivostok, Nikolaevsk and Harbin, but also Possiet and Novo-Kievsk. While they assert that they were fired upon at Vladivostok and that for this reason, they took the step in self-defence, this false pretext is only to explain their occupation of such distant and quiet places as Possiet and Novo-Kievsk, as there were no Russian regiments there at all. Nevertheless, the Japanese occupied these two points, also for the purpose of 'self-defence'."

"Those who are acquainted with this little-known region will understand why the Japanese have captured Possiet and why they will in future take steps to prevent its return to Russia. As a matter of fact, the occupation of the district was prepared very long ago, and for more than a year past it has swarmed with Japanese troops and gendarmes."

"Successful Japanese travellers wandered all over the country, taking photographs everywhere and making sketches and maps. They made many inquiries, inspected the gold mines, prospecting at various points for coal and so forth."

"Even scientists were placed at work on the matter. Last summer one of the Vladivostok papers contained a translation of the results of an investigation carried on by one of these learned men, who attempted to prove that the remote ancestor of the Japanese had their home in the Possiet district. This is, of course, a historical falsehood, as the ancestors of the present day Japanese lived, not in Possiet, but in what is now British India, along the lower section of the Bramaputra River. The concluding paragraph of this paper reads:—"

"The Japanese people should take all possible steps to materialize the hopes of many Japanese, and return to the cradle of their race, Possiet, showing to the world clearly the real and glorious design of this 'learned man,' who had been engaged for the purpose of furnishing historical reasons for the future occupation of Possiet, and who did his best to please his employers."

JAPANESE KNOW MUCH MORE ABOUT THE POSSIET DISTRICT THAN DOES THE GENERAL PUBLIC OF RUSSIA.

As a matter of fact, even official circles of Russia know less about the district than the Japanese. Possiet consists of a narrow strip along the Amur Bay, about 100 yards (80 miles) south of Vladivostok. It is from 30 to 50 miles wide and runs down to the Korean frontier, about ten miles from which is situated the very large Possiet Bay with its harbour, named Port-Possiet. Part of this bay is a roadstead, Pallada, which could accommodate the entire Japanese fleet and which never freezes. The district contains several hundred thousand acres of agricultural land which has never been developed. The climate is extremely favourable, rendering the land capable of producing many kinds of plants not grown anywhere else in Russia.

"The rivers of the district contain many kinds of fish, and herrings are so plentiful that as many as 1,000,000 have been taken in a single catch. The crab industry is well developed, and Koreans collect and dry large quantities of oysters, which they ship to Japan. Gold, coal and other minerals are also found there. As a matter of fact, with a wise and energetic administration, this small and little known district could feed the entire Maritime region and yield a large revenue to the State. Even as it is, most of the cattle, poultry and vegetables consumed in Vladivostok come from Possiet."

WILL GROW IN IMPORTANCE.

"Possiet will, however, in future be of still greater importance, as it will furnish a port for the adjoining regions of China and Korea, as the district is near the frontiers of these countries. The adjoining provinces are densely populated, and not only passengers, but a large freight traffic will flow through it."

"About fifty years ago it was decided in Petrograd to build a fortress on the Pacific coast, and two bays were proposed for the purpose, namely 'Zolotoi Rog' and Possiet. The former was chosen, and Vladivostok was established, although Possiet furnished a far better strategic position. Possiet remained, however, comparatively unknown to Russia until 1918, when it became known as a resort, owing to its excellent climate."

"There are the reasons why the Japanese have cast covetous eyes on the Possiet district. They wish to enlarge their Korean possessions by adding thereto a new and very rich district, close to Vladivostok, and they wish to exploit its rich natural resources, to secure all the export and import trade of the adjoining portions of Korea and China, and, last but not least, to have the means of communication between 'Revolutionary Korea' and Free Russia under the control of their gendarmes. These are the true reasons for this murderous occupation. It will be hard to draw the Possiet district from the clutch of the Japanese, but no means should be left untried in order to regain for Russia this her jewel on the Pacific coast."

THE COST OF LIVING IN SHANGHAI.

THE "SQUEEZE" CUSTOM.

We recently quoted a domestic budget given in the course of some correspondence in the *N. C. Daily News* on the high cost of living at Shanghai.

Many readers will doubtless be interested in the following comment on the letter by 'A Woman Who is Accustomed to Stay at Home and Look After Her House and Children':—I agree with 'Sams and Souci' that good health depends far more on cleanliness and careful attention to cooking than on costly food and that those requisites can never be secured in China unless the lady of the house provides them. But has he ever lived in Shanghai? Does he know anything about the amount of trouble a lady has when she looks after her house and servants in Shanghai?

The Shanghai servants have much higher pay than is paid anywhere else in China, and yet they squeeze much more. It is not enough that they have the power to put up prices on all food, supplied by Chinese dealers, little by little every day. I do not think there is a single family in Shanghai that pays the prices you see in the market list published by the newspapers. If you dare to cut a few cents, even if things are not first class, the marketman who sends his own price list will stop delivery and the servants will not stay.

SQUEEZE OR SKEDADDLE.

If you store away goods, used in the house, or if you sometimes wish to make a dish yourself, the Chinese servants, I object, I have lived in Shanghai for 20 years and I have seen how the 'squeeze' and the 'skeddle' question is getting worse and worse."

On account of the high cost of living I have been forced to look after my house and the result of this is I keep on changing servants, and they are not afraid to tell me that they cannot stay because they cannot squeeze enough in my house."

The boys say they must squeeze \$40 a month to live. When you have four servants, a boy, cook, and amah, how will you then live with \$150 a month for food, etc., especially as elastic as H.C.L. Sufferer made it. I did not notice that he allowed anything for washing. What about that bill for a family of four, and the wear and tear of your clothes by the Chinese manner of washing? These four persons can in this country dress for \$24 a month, is in my opinion impossible. What about the price of books and shoes nowadays, and the repairs needed?

I also did not see H.C.L. Sufferer allow anything for a dentist bill for a family of four. What about the prices those gentlemen demand? I do not think a dentist will shrink to live in Shanghai with a family of four for \$150 a month and no family can be without them. By the way, could not the missionaries start a school, teaching Chinese boys and girls to be honest house servants? This would be a blessing for the middle class of Shanghai. A coolie ought to have enough for himself on \$10 and amahs, boys, and cooks \$15 or little more. As it is now in Shanghai you have to pay more than this and still they squeeze you right and left, and that is why it is hard to live on \$150 a month in Shanghai."

A WORD FOR THE BOY.

Our Shanghai contemporary replies to one criticism in the above communication in the following editorial note:—

"Not to venture further opinions on H.C.L., we must put in a word, in answer to the lady who wrote yesterday, for the Chinese boy. 'She says he is squeezed, ragged, filthy, uncleanly, and on any attempt at supervision, departs unceremoniously. Now let it be admitted that there are boys and boys and it appears to me that they are not so easily got or back thrust at our correspondent's boys as they are to be very much what their employers make them, and in the main they are too readily accused, not readily enough credited. From what servant of other nationality will one get such ready and cheerful service? Night after night the boy sits up till all hours to serve his master's guests, yet is up with the lark to bring tea before his master's early rise. Certainly he expects to make a bit of commission—that is wholly unknown in Europe and America! But he is a just creature and, by tacit understanding, it is easy to limit him to what master can afford. As for pilfering, an experience of 13 years suggests that the less things are looked up, the less they are vanishing. Some of his ideas are no doubt very quaint, but perhaps a little maddening. Whose are not? And how many can compensate with the great virtues that the Chinese boy displays?"

THE INTER-PORT POLO MATCH.

Mr. B. E. Grimston, Secretary of the Hongkong Polo Club, has received a telegram to the effect that Shanghai beat Hongkong by four goals to three in the inter-port polo match played there on Saturday. The Kowloon Club therefore remains in the possession of Shanghai for at least another year. The result must have occasioned surprise locally, for it was regarded that the Hongkong four were strong enough to beat any four which the Northern Settlement could select. The Hongkong team—selected by the Hon. Mr. Johnstone and not, we understand, by the Polo Club—consisted of Major Timins, Capt. Beaver, Mr. B. J. Patterson and Mr. Johnston.

EDUCATION FOR CHINESE GIRLS.

"A SERIOUS QUESTION."

The following is a leading article from the *Canton Times*:—

The Kwangtung Provincial Assembly has resolved to request the (Civil) Governor to delay his approval of admitting girls to the High Normal School on equal terms with boys as the members believe co-education will be unfavourable to the recognized virtue, for which Chinese womanhood has been noted.

The Members of the Assembly seem still to possess an old conception of what a woman ought to be. As regards a woman, according to the old belief, so far as her accomplishments were concerned she need not have talents of a famous or uncommon kind; as for her countenance, she need not have great beauty; as for her conversation, she need not be very witty and eloquent; and as for her work, she need not be very skilful and surpassing. A wife's virtues were chastity and obedience. Her speech should be soothing. Her look should be mild and winning. Her work consisted in dressing silk and flax. When a daughter was born, she slept on the ground, she was clothed with a wrapper, she played with a doll; she could not be either poet or artist. She had only to think of preparing wine and food, without giving any cause for grief to her parents.

The women nowadays, especially those younger ones in Canton, are having their own conception of what they ought to be. What has been prescribed by men will not do. The Members of the Provincial Assembly had better leave the matter wholly to the Educational Conference as to how women may be educated. Not even the Educational Conference alone can well decide the whole question until women teachers and experienced mothers also sit at the Conference on equal terms with men. How a girl ought to be trained is a very important and difficult question to answer, as it involves so many important questions.

While every girl should possess an elementary education and the ancient conception of virtue relating to chastity and the like, girls, too, have something else to do in life; and an education to help them to prepare her for the line of useful work will engage her as a vocation. To be a good wife and mother nowadays, a woman too, must have training and preparation. Educators and not legislators must devote their attention to this important question. While all parents must contribute their ideas and experience to help form a programme for the training of their young.

Some of the arguments presented in the Assembly the other day against co-education were very amusing, and some of them should not have been given in a legislative hall, as the Assembly is a dignified institution for law-making and not a club for men only.

THE NIKOLAEVSK AFFAIR.

RUSSIAN CONDOLENCES WITH JAPAN.

On June 25th, while a memorial service was being conducted in the Russian Cathedral at Harbin for the victims of the Nikolaievsk massacre a similar ceremony was held under the auspices of the Japanese Consulate at Harbin. Prior to the opening of the services a great crowd of Russians assembled in the front of the Japanese Consulate-General and offered their condolences to the Consul-General, requesting him to communicate to the Japanese Government and people their earnest desire that true Russians should not be held responsible for the crimes and that assistance should be given to them in their struggle to rehabilitate their country. They then read the following resolution which apparently they had adopted:—

"Whereas the so-called Provisional Government at Vladivostok is responsible for the murder of 103 Russians at Harbin; and whereas it is the so-called Provisional Government and agents of the Provisional Government at Vladivostok that are causing disturbances in the Chinese Eastern Railway zone, thereby endangering relations with foreign Powers in that area; and whereas the Provisional Government at Vladivostok and the Soviet Government are responsible for the massacre of upwards of six hundred Japanese at Nikolaievsk; 'Be it resolved:—

"That sincere condolence be offered to the Japanese Nation, through the Japanese Consul-General, for the cruel murders of the Japanese subjects at Nikolaievsk, and further

"That requests be made to the Japanese Government through the Japanese Consul-General that Russia and the Russians shall not be held responsible for these crimes, but on the other hand that the Soviet Government, its representatives in the Far East as well as the Provisional Government at Vladivostok, should be held responsible for the murders."

"That a resolution was also passed by 'various departments' of the Chinese Eastern Railway Administration expressing the hope that Japan would not hold 'true Russians' responsible for the Nikolaievsk massacre and expressing the hope that the Japanese Government would rescue Russians from the hands of the Vladivostok Government, and, finally, offering condolences."

On June 26th the Russian Patriotic Society at Harbin officially addressed a note to the Japanese Consul-General offering condolences for the victims of Nikolaievsk and blaming the Soviet Government and the Vladivostok Government for the murders.

American Zionists have passed a resolution urging the British Government to open the doors of Palestine for Jewish immigration.

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TOBACCO PRODUCTION IN HAWAII. REMARKABLE RESULTS ACHIEVED.

The Hawaiian Islands continue to give to the world each year great quantities of sugar and canned pineapples, but who will say that the production of tobacco may not at some future day be numbered among the territory's leading industries? It was largely the application of science to agriculture that brought the sugar and pineapple crops up to their present high standard, and it is not at all unlikely that in the near future, as a result of a similar application of science, mainland manufacturers will be able to secure tobacco in large quantities from Hawaii, says *Dun's International Review*. Tobacco raised in the Philippines is famous the world over, and it is believed that the Hawaiian crop will become equally desirable.

Dr. Jared G. Smith, father of tobacco-growing in the Hawaiian Islands in a scientific way, believes that after eleven years of experimenting under peculiar conditions, success is now in sight. The price received for the last crop of wrappers was very satisfactory, while the filler tobacco went direct to the factories, in less than 12 months from the time the plants were set out, and this Dr. Smith regards as a record. Dr. Smith was sent to Hawaii by the United States Department of Agriculture shortly after annexation, to take charge of the work of that department in the islands. While so engaged he became much interested in the possibilities of tobacco in the Kona district of the island of Hawaii, finally resigning his position with the government to prove the courage of his convictions. The task proved difficult, but he was not deterred. He was met with many difficulties, but he was not deterred. He was met with many difficulties, but he was not deterred.

After eleven years of experimenting with cigar tobacco in Kona the product has become standardized in quality, which is the most important advance gained. We are now able to "repeat" and follow our good crop with another equally as good, whereas this is not the rule in other tobacco-producing countries. Tobacco crops the world over are notoriously variable from year to year. Starting out in 1908 with the intention of producing a wrapper leaf similar to the Sumatra product, the practical results have been, geographically at least, diametrically the opposite. The trade class Hawaiian tobacco with Cuban in texture and general appearance, but with a distinct difference in the wrappers. Connecticut in mildness. The wrappers of the Hawaiian tobacco are of stronger texture.

Through the application of scientific discoveries the time required to complete the fermentation process has been shortened a year, thus cutting down the capital requirements. Tobacco are not usually manufactured until the leaf has been warehoused two or three years. In contrast, the 1918 Kona crop of filler went direct to cigar factories in less than 12 months from the time the plants were set in the field and was pronounced the finest tobacco that has ever come from these islands.

The burning qualities of Kona tobacco have been vastly improved through changes in fertilizer practice. The 1917 crops was better in this particular than any which preceded it. Following the lines indicated by these field experiments, the 1918 crop was again improved so that the "burn" was all that the trade demands of any tobacco.

These three points, poor burn, lack of uniformity and slow curing, were the main difficulties that had to be overcome before an assured commercial footing could be won for Kona tobacco. The fourth difficulty, which remains to be overcome, is quality of production. Cigar manufacturers want to be assured that if their customers like cigars flavored with the Kona blend, they can get enough to fill repeat orders. As the industry has been only an experimental one, this assurance could not be given. It is easier to sell a million pounds of one grade of cigar tobacco than a thousand pounds of another. We have thus far had only experimental quantities to offer, and these have not been peddled far and wide because back of them there was no assurance that any more leaf just like it could be supplied.

This is the status of the Kona tobacco industry. The promotion stage ended with the disastrous financial losses of 1912 and 1913. The experimental stage was finished when the 30,000-pound crop grown in 1918 found a ready sale to satisfied customers early in 1919. The constructive stage must follow with liberal support from island investors for a period of years if the industry is to be finally carried to the full fruition of the dividend-paying stage. The capital requirements of the tobacco industry are as large, if not larger, than for sugar. This is one of the sad lessons learned during the last eleven years. Skill and finished technique in handling the raw product are what make the difference between the twenty-five cent domestic wrapper leaf and the five-dollar a pound imported Sumatra. The influence of climate and soil fix the inherent quality which distinguishes one type from another, but skillful handling of the leaf itself is what the manufacturer is willing to pay for.

This is the day of standardization in all lines of production. A manufacturer who wants to put out a uniform grade of cigars demands a uniform grade of leaf. That supply him uniform grades of leaf, that the Kona plantation is proceeding in the direction is indicated by the high average prices obtained for the 1917 and 1918 crops. Looking at it as an experiment to prepare or disprove doubtful points, Dr. Smith says in conclusion that the work accomplished in 1917 and 1918 has been highly satisfactory. Finally, the experiments have not paid for themselves, but there has been a larger proportionate return than ever before. Learning how to save a year in the sweating process ought to be worth many times what the entire series of experiments has cost.

WEATHER REPORT.

July 12th, at 12:12.—No returns from Japanese stations.
Pressure has decreased slightly over Formosa and Luzon, and increased slightly elsewhere. A typhoon is situated about 250 miles to the east of Luzon; its direction of motion is at present unknown.
Hongkong rainfall for the 24-hour ending at 10 a.m. to-day, 0.01 inch. Total since January 1st, 30.88 inches against an average of 44.43 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.
Hongkong to Gap Rock — E. winds moderate; fine.
Formosa Channel — N.E. winds, moderate to fresh.
South coast of China between Hongkong and Lamoo — No. 1.
South coast of China between Hongkong and Hainan — No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

JULY 12TH A.M.						Wind
Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.
Yokohama	6 a.m.	29.30	61	88	SE	3
Nemuro	5 a.					
Hakodate						
Tokio						
Kochi						
Nagasaki						
Kagoshima						
Oshima						
Naha						
Ishigakijima						
Bonin Island						
Weihaiwei	6 a.	29.73	74	81	SE	2
Hankow						
Ichang						
Kiukiang						
Changsha						
Shanghai		29.76	77	98	SE	2
Guangai		29.74	78	95	SE	2
Sharp Peak	7 a.	29.76	83	87	NW	2
Amoy	6 a.	29.08	82	87	SE	1
Swatow						0
Taihouku		29.73	79	93		0
Taichu		29.71	79			0
Tainan		29.68	79		NW	2
Kooshun		29.67	81		NW	4
Pescadore		29.69	79		NW	2
Canton						
Hongkong		29.68	82	88	E	2
Gap Rock		29.67				2
Macao		29.66	81	82	SE	4
Wuchow	9 a.					
Hoihow						
Pakhoi						
Phulien	7 a.	29.65	79	93	E	
Tourane		29.63	82			
Capot James	6 a.	29.56	81	94	N	
Danang						
Prupran		29.69	79	93	WSW	
Manila		29.55	71	84	WSW	
Legaspi						
Tacloban		29.66	80	90	SW	
Iloilo						
Surigao		29.72				
Guam		29.73	80	82	ENE	
Luzon	6 a.	29.73	80	82	SW	

SHIPPING NEWS

ARRIVALS

July 11th.
Chey Sing Maru, Japanese str., 1,075 tons, Capt. Saito, from Keelung, with a cargo of coal. O.S.K.
Sunmyung Maru, Japanese str., 2,417 tons, Capt. Morita, from Kobe and Moji, with a general cargo. Daido & Co.
Sima Maru, Japanese str., 1,950 tons, Capt. Yamaguchi, from Singapore, with a general cargo. O.S.K.

July 12th.

Chien On, Chinese str., 241 tons, Captain Chan, from Kwong Chow Wan, with a general cargo. Lee Hong.
Foo Shing, British str., 1,427 tons, Capt. Robertson, from Soerabaya, with a cargo of sugar. J. M. & Co.
Kaido Maru, Japanese str., 1,424 tons, Capt. Amatsu, from Kobe, with a general cargo. T.K.K.
Kama Maru, Japanese str., 3,000 tons, Capt. Nakamura, from Yokohama and Shanghai, with a general cargo. N.Y.K.
Maipan, American str., 1,750 tons, Capt. Eide, from Manila, with a general cargo. F. Waterhouse.
Paul Lenz, British str., 2,711 tons, Capt. Lenz, from Wei-hai-wei. Admiralty.
Shua Ching, Chinese str., 235 tons, Capt. Loing Hing, from Kwong Chow Wan, with a general cargo. Wei Hing.
Sunmyung, British str., 1,750 tons, Captain Wavall, from Shanghai, with a general cargo. B. & S.

CLEARANCES.

July 10th.
Arizumi Maru, for Tacoma, Canada, for Cuba.
Hapag, for Singapore.
Kure Maru, for Keelung.
Kure Maru, for Buenos Aires.
Yinghoo, for Haiphong.
Yokohama Maru, for Canton.
Santa Maria, for Buenos Aires.
Shan Shing, for Kwong Chow Wan.
Tanaka Maru, for Shanghai.
West Calder, for San Francisco.
Wing Hong, for Kwong Chow Wan.

July 11th.
Alencara, for New York.
Chama, for Shanghai.
Hin Sang, for Sandakan.
Kashang, for Shanghai.
Soda Maru, for Canton.
Yokohama Maru, for Keelung.
Yokohama Maru, for Bangkok.

July 12th.
Yokohama Maru, for New York.
Yokohama Maru, for Shanghai.

July 13th.
Yokohama Maru, for Liverpool.
Yokohama Maru, for Saigon.
Yokohama Maru, for Cebu.
Yokohama Maru, for Singapore.
Yokohama Maru, for London.
Yokohama Maru, for Shanghai.
Yokohama Maru, for Canton.
Yokohama Maru, for Haiphong.
Yokohama Maru, for Swatow.
Yokohama Maru, for Singapore.
Yokohama Maru, for Shanghai.
Yokohama Maru, for Canton.
Yokohama Maru, for Haiphong.
Yokohama Maru, for Vancouver.
Yokohama Maru, for Chin Wan Tso.
Yokohama Maru, for Canton.

SHIPPING MOVEMENTS.

The P. & O. Co.'s str. *Kulgan* left Singapore for Hongkong on the 10th inst. at noon, and is due here on the 13th inst. at about noon.

The N.Y.K. str. *Shizuka Maru* (European line) left Singapore for this port on July 9th, and is expected here on July 14th.

The N.Y.K. str. *Tokio Maru* (New York line) left Yokohama for this port via Nagasaki on July 11th, and is expected here on July 20th.

The R.M.S. *Empress of Japan* is expected to arrive here from Vancouver on Thursday morning, the 15th instant.

The R.M.S. *Empress of Japan* reached Nagasaki on July 10th, left the same day and was due at Shanghai on July 11th.

The str. *Mittava* reached Shanghai on July 10th, left the same day and was due at Nagasaki yesterday.

EFFECT OF NEW AMERICAN SHIPPING LAW.

JAPANESE SHIPPING LINES SECURE.

The N.Y.K., T.K.K. and O.S.K. have resolved to secede from the China-Pacific Conference, upon the enforcement of the new American Shipping Law, and have notified head quarters to that effect. They will continue competition by every means, it is said. *Japan Gazette*.

VESSELS EXPECTED.

July 20th.
Aki Maru, from Australia, due July 20th.
Aki Maru (Hamburg line), due July 13th.
Bellerophon, due July 15th.
Calcutta Maru (Hamburg line), due August 11th.
China, left San Francisco for Hongkong, June 22nd.
Empress of Japan, due July 15th.
Empress of Asia, from Vancouver, due July 22nd.
Kaga Maru (European line), from London, due July 29th.
Kama Maru (European line), from Kobe, due July 13th.
Kanagawa Maru (Bombay line), due July 15th.
Maipan, from Seattle, due July 12th.
Nagato Maru, from Liverpool, due August 4th.
Singapore, due July 18th.
Shizuka Maru (European line), from London, due July 15th.
Shizuka Maru, due July 15th.
Swatow, from Rotterdam, due July 25th.
Yokohama Maru (Hamburg line), westward bound, due July 12th.
Yokohama Maru (European line), due August 12th.

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FOR the use of all Men of the Mercantile Marine and H.M. Navy.
 Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.
 Private Cabin and beds in Dormitories.
 Motor Laundries "Dayspring."

DAIRY FARM NEWS.

POULTRY

OWING to the High Price of IMPORTED POULTRY, our Prices for own Home fed Poultry will be as follows on and after July 8th—

CAPONS 55 cents per lb.
 CHICKENS 60

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.
 Hongkong, July 7th, 1920.

MARTIN'S
APIOL & STEEL
PILLS
 A French Remedy for all Urinary Affections.
 No. 1 for Bladder Catarrh. No. 2 for Blood & Pus in the Urine. No. 3 for Chronic Nephritis. No. 4 for Gravel & Gallstones. No. 5 for Stricture & Prostatitis. No. 6 for Syphilis & Gonorrhea. No. 7 for Malaria & Fever. No. 8 for Rheumatism & Gout. No. 9 for Dropsy & Edema. No. 10 for Anemia & Debility. No. 11 for Nervous & Mental Disorders. No. 12 for Women's Complaints. No. 13 for Children's Diseases. No. 14 for Skin Affections. No. 15 for General Tonic & Health.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
 No. 1 for Bladder Catarrh. No. 2 for Blood & Pus in the Urine. No. 3 for Chronic Nephritis. No. 4 for Gravel & Gallstones. No. 5 for Stricture & Prostatitis. No. 6 for Syphilis & Gonorrhea. No. 7 for Malaria & Fever. No. 8 for Rheumatism & Gout. No. 9 for Dropsy & Edema. No. 10 for Anemia & Debility. No. 11 for Nervous & Mental Disorders. No. 12 for Women's Complaints. No. 13 for Children's Diseases. No. 14 for Skin Affections. No. 15 for General Tonic & Health.

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SAILINGS

HONGKONG-VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS FROM HONGKONG VANCOUVER

STEAMERS	FROM	DATE
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage tickets issued here will cover all such reservations.

For further information please apply to

HONGKONG OFFICE.

Telephone 745. Cable address: C.P.O.S. CANADIAN PACIFIC OCEAN SERVICES.

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

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via Panama Canal.

S.S. "LOWTHER CASTLE" on or about 28th July.

LLOYD TRIESTINO

For SHANGHAI & JAPAN

S.S. "INNSBRUCK" on or about 4th August.
 S.S. "HUNGARI" on or about 31st August.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

VIA SINGAPORE, PENANG & COLOMBO

S.S. "PILSNA" on or about 9th August.
 S.S. "INN-BRUCK" on or about 8th September.
 S.S. "HUNGARIA" on or about 3rd October.

NANYO YUSEN KAISHA, Ltd.
 (SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "BORNEO MARU" sailing on or about 26th July.

For JAVA

S.S. "SAMARANG MARU" sailing on or about 13th July.
 S.S. "RIOJUN MARU" sailing on or about 31st July.

OCEAN TRANSPORT Co., Ltd.
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Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO.

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Agents

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The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

ALSO

S.S. "WEST MINGO" last half of August for Baltimore, via Manila and Suez Ports.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE GILPEN" Wednesday, July 14th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all ports in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

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Agents

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Telephone 141.

N. Y. K.

NIPPON YUSEN KAISHA

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SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (calling Manila) ... Sunday, 15th Aug., at 11 a.m.

KASHIMA MARU (calling Manila) ... Monday, 16th Aug., at 11 a.m.

FUSHIMA MARU ... Saturday, 11th Sept., at 11 a.m.

KATORI MARU (calling Manila) ... Thursday, 30th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

KAMO MARU ... Tuesday, 13th July, at Noon.

IYO MARU ... Thursday, 25th July, at Noon.

ATSUTA MARU ... Friday, 6th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Sanjoevangi, Soerabaya,

Colombo Suez and Port Said.

TSUBISHI MARU ... Tuesday, 13th July

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and

Port Said.

TOKUSHIMA MARU ... Monday, 19th July

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 21st July, at 11 a.m.

AKI MARU ... Wednesday, 18th Aug., at 11 a.m.

NEW YORK via Suez Canal.

TOKIWA MARU ... Wednesday, 21st July.

SOUTH AMERICAN PORTS via Singapore, Durban & Cape Town.

BOMBAY & COLOMBO via Singapore.

SHIN-I MARU ... Thursday, 22nd July.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU ... Wednesday, 24th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Wednesday, 21st July, at 11 a.m.

TANGA MARU ... Saturday, 21st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU ... Tuesday, 13th July.

SHIZUOKA MARU ... Thursday, 15th July, at 11 a.m.

KANAGAWA MARU ... Monday, 18th July.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 232 & 233. S. SASAKI, Manager.

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "KEKETTICUT" ... Second half of July.

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HOTEL MANSIONS

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ANTWERP and ROTTERDAM.

S.S. "HASSAYAMPA"

Sailing

Middle of July

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FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.

For NEW YORK

"CELTIC PRINCE" ... via Suez Canal ... Middle of Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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SHEWAN TOMES & CO.

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AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
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Subject to change without notice.

ORIENTAL AFRICAN LINE.
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For particulars apply to—

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.LONDON & HAMBURG ... "KATHLAMBA" ... 20th July.
LONDON ... "KANSAS" ... 10th Sept.
LONDON ... "SWAZI" ... 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

THE BANK LINE, LTD.,

or to RIES & Co., CANTON.

General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
AMOI, SHANGHAI & PUKOW	"SUIYANG"	On 13th July, 10 A.M.
SWATOW & BANGKOK	"NINGPO"	On 13th July, 11 A.M.
SHANGHAI	"SUNSHINE"	On 14th July, Noon
HOIHOW, PAKHOI & HAIPHONG	"KAIPOHAI"	On 16th July, 9 A.M.
WANTUNG, CANTON, & FUSHOE	"KUKICHOW"	On 16th July, 4 P.M.
SHANGHAI & THINGTAO	"TEAN"	On 17th July, 4 P.M.
AMOI, SHANGHAI & PUKOW	"SHANTUNG"	On 20th July, 10 A.M.
SWATOW & BANGKOK	"CHINSHUA"	On 20th July, 1 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Amplest. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all
Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the
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For Freight or Passengers apply to—

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REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passenger Electric Light and Fans in staterooms
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOCHOW
AND RETURN.

"HAICHING" ... (Occupying 9 to 10 Days) ... Capt. J. B. Stewart ... TUESDAY, 13th July, at 2 P.M.
"HAILOONG" ... Capt. J. B. Thomson ... FRIDAY, 16th July, at 2 P.M.
"HAIHONG" ... (Capt. W. C. Passmore) ... TUESDAY, 20th July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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NEW YORK DIRECT.

Joint Service of the

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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF OREN"	via Suez	27th July.
"BIRMINGHAM CITY"	via Suez	27th Aug.
"NINGBOHAW"	via Suez	6th Sept.
"CITY OF DUNKIRK"	via Suez	20th Sept.

calls also at Boston

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWANA"	3,400	17th July.	Straits Colombo & Bombay
"DEVANHA"	3,400	23rd July.	Marseilles, London & Antwerp
"KALYAN"	3,400	7th Aug.	Marseilles, London & Antwerp
"LAHORE" (Cargo)	3,500	13th Aug.	Marseilles, London & Antwerp
"PLASSY"	7,400	29th Aug.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA" | 5,300 | 23th July 1 P.M. | Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,600	18th July.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane,
"EASTERN"	4,000	20th Aug.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"KALYAN"	3,400	16th July 4 P.M.	Shanghai & Japan.
"DILWANA"	3,400	18th July.	Shanghai only.
"TAKADA"	7,000	25th July.	Shanghai & Japan.
"ABRATON APCAR"	4,500	27th July.	Shanghai & Japan.
"EASTERN"	4,000	30th July.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O.
Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 1/2 ft. x 1 ft. x 1 ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.

Any damaged packages must be left in the Godowns for examination by the
Consignee, and the Company's Surveyors. Claims must be presented within ten days
on MONDAYS and TUESDAYS. All Claims must be presented within ten days
of the Steamer's arrival here, after which date they cannot be recognized. No Claims
will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"ENDICOTT"	(Calling at Shanghai and Kobe)	About July 13th.
"WHEATLAND"	...	About July 20th.
"ELDRIDGE"	...	About July 27th.
"ELKTON"	...	About Aug. 10th.

For PORTLAND direct.

"ABERCON"	(Calling at Shanghai and Kobe)	About July 16th.
"PAWLET"	...	About July 23th.

Through Bills of Lading issued to Overseas Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2471 & 2476.

Fifth Floor, Hotel Manxton.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
"KOREA MARU"	20,000	July 14th.
"SIBERIA MARU"	20,000	Aug. 10th. (from Yokohama)
"TENYO MARU"	22,000	Aug. 11th.
"SEIYO MARU"	22,000	Sept. 6th.

† Omitting call at Shanghai.

• Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO

VIA JAPAN, SALINA CRUZ, BALBOA, CALLAO, ARIACA & IQUIQUE

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
"KAISHO MARU"	17,000	July 18th.
"ANYO MARU"	18,500	Sept. 9th.
"SEIYO MARU"	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building.

Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE" ... 13,000	On or about 15th July.
	"ANDRE LERON" ... 24,000	On or about 2nd Aug.
	"PAUL LEGAT" ... 20,000	On or about 15th Aug.
	"ARMAND BEHIC" ... 10,000	On or about 4th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER

Acting Agent.

Queen's Building.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

—Monthly direct service via Singapore and Port Said.

"ALPS MARU" ... (Call Marseilles) ... Tuesday, 7th Sept.

"ATLAS MARU" ... do ... Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS.

MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU" ... Sunday, 8th Aug.

"CHICAGO MARU" ... Tuesday, 14th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"BURMA MARU" ... Tuesday, 20th July.

"SIAM MARU" ... Beginning of Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"UNNAN MARU" ... Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOHOKU MARU" ... Saturday, 24th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to VICTORIA, PORTLAND, POLINA U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Tuesday, 20th July.

"AFRICA MARU" ... Saturday, 21st Aug.

SAN FRANCISCO & NEW ORLEANS.

"CELEBRITY MARU" ... Friday, 16th July.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Monday, 13th July.

"ALTAI MARU" ... Tuesday, 20th July.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokosuka.

"LUZON MARU" ... Saturday, 24th July.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour.

"AMAKUSA MARU" ... Sunday, 18th July.

TAKAO via SWATOW & AMOI.

"KOSHU MARU" ... Thursday, 15th July.

For sailing dates and further particulars please apply to—

Y. YABUDA,

Manager.

No. 1, Queen's Building.

Tel. No. 744 & 745.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG

TO

LOS ANGELES CALIFORNIA U.S.A.

Due	WARDS	ABOUT	SAILING	ABOUT
S.S. WEST MONTOP	...	July 1st.	S.S. WEST MONTOP	July 28th.
S.S. WEST HIRA	...	Aug. 20th.	S.S. WEST HIRA	Aug. 23rd.
S.S. VINITA	...	Sept. 20th.	S.S. VINITA	Sept. 23rd.
S.S. WEST HIXTON	...	Oct. 7th.	S.S. WEST HIXTON	Oct. 10th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif. Hongkong Office: Prince Building, Chater St. Tel. No. 1083.

Branch Office: Kobe, Shanghai. Manila, Singapore. CHAS. E. MICHAELSON General Agent for South China.

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POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
Straits	Akita Maru	14th July
Siam	Amazon	14th July
STANTON	Shidzuka Maru	14th July
STANTON	Empress of Japan	14th July
CANADA, U.S.A. and SHANGHAI	Kalgua	14th July
STANTON	Kanagawa Maru	14th July
ROMA	Aki Maru	14th July
AUSTRALIA and MANILA	Tokio Maru	14th July
JAPAN		14th July

OUTWARD MAILS.

FOR	PER	DATE
*Shanghai, N. China & Japan via Kobe	Hokkaido	Tuesday, 13th, 9.00 A.M.
*Swatow and *Bangkok	Panama	Tuesday, 13th, 9.00 A.M.
*Amoy, *Shanghai and *North China	Swatow	Tuesday, 13th, 10.00 A.M.
*Swatow and *Bangkok	Nippo	Tuesday, 13th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India, via Dhanushkoti, Egypt & EUROPE via MARSEILLES	Kanagawa Maru	Registration, 9.45 A.M. Letters, 10.30 A.M.
Straits and Bangkok	Haitan	Tuesday, 13th, 1.00 P.M.
Swatow, Amoy, and Foochow	Siam Maru	Tuesday, 13th, 1.00 P.M.
*Japan via Kobe	Shanghai Maru	Tuesday, 13th, 3.00 P.M.
*Formosa via Keelung	Shanghai Maru	Tuesday, 13th, 3.00 P.M.
Jaya and Port Moresby via Batavia	China On	Tuesday, 13th, 4.00 P.M.
Fort Bayard		
Hokkaido and Haiphong	Haitan	Wednesday, 14th, 8.00 A.M.
*Shanghai, N. China, JAPAN via NAGASAKI, HONOLULU, CANADA, U.S.A. and *EUROPE via SAN FRANCISCO	Columbia	Wednesday, 14th, 8.15 A.M. Registration, 10.00 A.M. Letters, 10.10 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and *EUROPE via SAN FRANCISCO	Kanagawa Maru	Wednesday, 14th, 9.45 A.M. Registration, 10.10 A.M. Letters, 10.10 A.M.
*Straits, *Bangkok, *Calcutta and *Aden	Lake Gilboa	Wednesday, 14th, 11.00 A.M.
*Straits, *Bangkok, *Calcutta and *Aden	Yokohama	Wednesday, 14th, 2.00 P.M.
*Swatow, *Shanghai and *North China	Kanagawa Maru	Wednesday, 14th, 3.00 P.M.
*Swatow, *Amoy and *Formosa via Takao	Shanghai Maru	Thursday, 15th, 8.00 A.M.
*Shanghai, N. China, and *Japan via Kobe	Shanghai Maru	Thursday, 15th, 11.00 A.M.
*Shanghai and *North China	Shanghai Maru	Thursday, 15th, 11.00 A.M.
Japan via Kobe & Seattle	Shanghai Maru	Thursday, 15th, 11.00 A.M.
Philippine Is., Sandakan, Australia and New Zealand via Port Darwin	Changsha	Registration, 12.45 P.M. Letters, 1.30 P.M.
Philippine Islands	Haitan	Thursday, 15th, 3.00 P.M.
Hokkaido, Paki and Haiphong	Haitan	Friday, 16th, 8.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 16th, 8.00 A.M.
Straits, Bangkok, Calcutta and Aden	Haitan	Friday, 16th, 8.00 A.M.
Philippine North China & Japan via Moji	Kanagawa Maru	Friday, 16th, 3.00 P.M.
Shanghai, Chefoo and Tientsin	Kanagawa Maru	Friday, 16th, 3.00 P.M.
Amoy	Kanagawa Maru	Friday, 16th, 3.00 P.M.
Shanghai and North China	Kanagawa Maru	Friday, 16th, 3.00 P.M.
Japan via Nagasaki and *San Francisco	Kanagawa Maru	Friday, 16th, 3.00 P.M.
Amoy, *Shanghai and *North China	Kanagawa Maru	Friday, 16th, 3.00 P.M.
*Swatow and *Bangkok	Kanagawa Maru	Friday, 16th, 3.00 P.M.
Swatow, Amoy, and Foochow	Kanagawa Maru	Friday, 16th, 3.00 P.M.
Philippine Islands, Australia, and New Zealand via Thursday Island	Nippo	Friday, 16th, 3.00 P.M.
Japan via Nagasaki	Nippo	Friday, 16th, 3.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marquis, India via Dhanushkoti, Egypt and EUROPE via MARSEILLES	Kanagawa Maru	Friday, 16th, 3.00 P.M.
Shanghai, N. China and Japan, via Kobe	Kanagawa Maru	Friday, 16th, 3.00 P.M.

*Correspondence-bearing vessels only.

From Steamship Western Branch P. O.

FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAYS
Canton and Samah	7.30 A.M.	7.30 A.M.	7.30 A.M.
	9.30 P.M.	9.30 P.M.	9.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shak Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kowloon	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kowloon	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kowloon	9.30 P.M.	9.30 P.M.	9.30 P.M.
Wachow	4.00 P.M.	10.30 A.M.	4.00 P.M.

AUSTRALIAN ORIENTAL LINE.

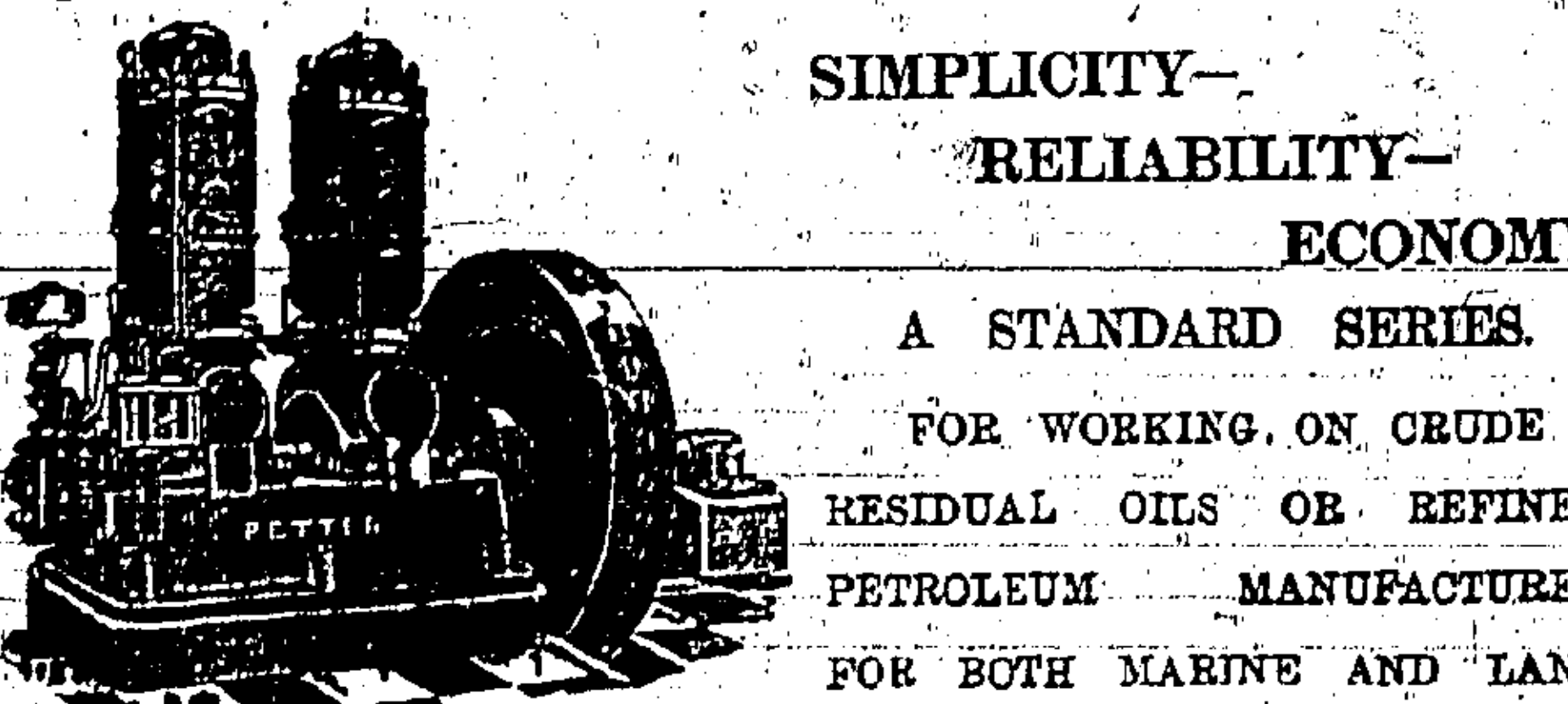
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"CHANGSHA"	10th July	15th July 3 P.M.
"TAIWAN"	21st Aug.	26th Aug.

SAILING SUBJECT TO ALTERATION.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo looked through to all Australian, New Zealand & Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [42]

VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES



100 H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE 10 TO 450 H.P.

For further particulars apply to—

WM. C JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG,
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

COMMERCIAL.
OPENING QUOTATIONS.

July 12th.
On London—
Telegraphic Transfer
Bank Bills, on demand
Bank Bills, at 3 days sight
Bank Bills, at 1 month sight
Credit, at 4 months sight
Documentary Bills, 4 months sight
On P. & A.—
Bank Bills, on demand
Credit, 4 months sight
On New York—
Bank Bills, on demand
Credit, at 60 days sight
On Bombay—
Telegraphic Transfer
Bank Bills, on demand
On Calcutta—
Telegraphic Transfer
Bank Bills, on demand
On Shanghai—
Bank Bills, at sight
Private, 30 days sight
On Yokohama—
On demand
On Singapore—
On demand
On Batavia—
On demand
On Haiphong—
On demand
On Saigon—
On demand
On Bangkok—
On demand
SOVEREIGNS, Bank's Buying rate
Gold Leaf 100 fine, per tael
BANK SILVER per oz

SUBSIDIARY COIN.	Per cent.
Hongkong, 20 cents piece	\$0.00 Discount.
Hongkong, 10	0.30
Canton, 20	7.00
Canton, 10	0.00 Premium

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STABBE, Chief Manager. Hong Kong, November 2nd, 1919. [9]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General

Banking business transacted. CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application. J. L. CROCKATT, Manager. Hongkong, March 27th, 1920. [52]

THE BANK OF TAIWAN LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 80,000,000
Capital (Paid-up)	37,500,000
Reserve Funds	7,030,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Kanko, Keelung, Makung, Nanto, Pinnan, Shingichu, Taichu, Tainan, Takow, Tamshi, Tohyon, Aiko.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON, COUNTY, WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application. SEIZO KONDOH, Manager. HONGKONG BRANCH, 3, Des Vœux Road, Central, Hongkong, November 1st, 1919. [43]

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:

The Bank of England.

THE LONDON CITY & MIDLAND BANK, LTD.

Branches:

Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandey, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted. INTEREST allowed on Current Accounts, 10 to 2 per cent per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application. N. C. WILSON, Acting Manager. 7, Queen's Road Central, Hongkong, June 20th, 1920. [44]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	\$15,000,000
Reserve Funds	\$15,000,000
Sterling	\$15,000,000
Silver	\$15,000,000
Reserve Liability of Proprietors	\$15,000,000

Court of Directors:

Hon. Mr. E. V. D. PARK—Chairman.

A. H. COMPTON, Esq.—Deputy Chairman.

G. M. DODD, Esq. Hon. Mr. J. Johnston.

G. T. M. EDKINS, Esq. A. O. LANG, Esq.

A. S. GUBBY, Esq. W. L. PATTERSON, Esq.

Hon. Mr. P. R. HOLYOAK J. A. PLUMMER, Esq.

Chief Manager:

Hongkong—N. J. STABBE, Esq.

Acting Manager:

Shanghai—G. H. SMITH, Esq.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER & PARK'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application. N. J. STABBE, Chief Manager. Hongkong, May 18th, 1920.

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office—15bis Rue La Fayette, Paris.

Capital	Fr. 48,000,000
Reserves	Fr. 50,000,000

BRANCHES AND AGENCIES:

Bangkok, Hongkong, Saigon, Shanghai, Canton, Nanking, Peking, Tientsin, Hankow, Poon-Poon, Vladivostok, Harbin, Pondichery.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of banking and exchange business transacted. L. R. BENDIS, Manager. Hongkong, December 1st, 1919. [78]

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	\$2,000,000.00
Reserve Fund	200,000.00

Directors:

Mr. PONG WAI TING, Chairman.

Mr. CHOW SHOU SON, Mr. KAN YING PO, Mr. LI KONG CHUN, Mr. MOK CHING KONG, Mr. FUNG PING SHAN, Mr. WONG YUN TONG, Mr. P. K. KWOK, Mr. CHAN CHING SHEK, Mr. NG CHANG LUK.

Chief Manager:—KAN TONG PO, Esq. Asst. Manager:—L. TSE FONG, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum and on Fixed Deposits at the following rates: For 3 months at the rate of 3 per cent per annum. For 6 months at the rate of 4 per cent per annum. For 12 months at the rate of 5 per cent per annum. KAN TONG PO, Chief Manager. Hongkong, February 12th, 1920. [139]

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

AUTHORIZED CAPITAL